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CENTRAL INTELLIGENCE AGENCY

INTELLOFAX 14

INFORMATION REPORT

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Location

1. The Tsagi Plant is located at the Moscow-Ramenskoye (55°33' N/38°08' E) airfield.

Installations at Airfield

2. There were three runways, each of which was being extended to a length of 300 meters. Sand used in the construction of the extensions came from the eastern section of the sand hill. The width of the runways are 25 meters. The excavations for the runways were 50 cm deep, and these excavations were filled with 25 cm of granite gravel, a layer of crushed stone, and a cement surface. The ratio of components in the cement was 1:3. (1)

3. The radio station at the field was a three-story building with two or three dipole antennas mounted on the roof. Four radio towers, each 5 meters high, and each mounting a dipole aerial, were located nearby and were connected with the radio station by separate lead-ins.

4. Radar installationsincluded six or seven mobile sets, with two oval-parabolic reflectors among them. These reflectors were 2.5 meters in diameter. There were trucks with box-shaped bodies and rotating rods. All inscriptions were in English. (2)

5. Equipment in the spare parts depot included propellers, in-line engines, and other aircraft parts. No turbo-jet engines were observed.

6. The offices were staffed with 19 civilians, including 5 women and 14 men, all of whom were well dressed. One of the women said that they were registering and evaluating test results and flight records.

7. The main building, which was T-shaped, was located 300 meters from the radio station, on the other side of the road leading to Stakhanovo. Technical offices, a lathe shop, a kitchen, and a transformer station were in this building. (3)

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8. There was a machine shop equipped with 20 machines. Fifteen well-dressed specialists worked in each of the three shifts at the shop, which produced spare parts needed in current production.

9. There was an unfinished workshop equipped with a 50-ton (?) traveling crane. This shop had a gate 15 meters wide.

10. A transformer at the airfield was of 100 KVA, transforming 5,000 Volts to 380 Volts tension. Most of the switching installations were not yet in use.

11. The storage area was stocked with V-1 and V-2 missiles. [redacted] 25X1 It was planned to remodel such missiles for use in mail service. The missiles remained in the area during the entire period of observation.

The Tsagi Plant

12. The Tsagi Plant was located near the Moskva River and Old Stakhanovo. Installations included a large building, strictly guarded, where work on planes was done in three shifts.

13. There was a wind tunnel about 30 meters high and 20 meters in diameter. A spiral iron staircase led to a platform on the roof.

14. There were old foundations originally intended for use in the construction of a workshop. These foundations looked as though they were several years old.

15. A tunnel led from the plant to a swampy area close to the Moskva River. There was a railroad track in the tunnel. (3)

Aircraft Observed from February 1946 to October 1947

16. Two or three aircraft arrived each day and were shipped out by rail a few days later. Only Soviet test pilots were employed on test flights.

17. Turbo-jet fighters were first seen during June or July 1947. The planes were used for individual and formation flights lasting about 90 minutes. There were many serious accidents. Planes would pull out of dives, then suddenly crash. It was observed at the scene of a crash that the fuselage had broken off just behind the wing roots, while the wings remained attached to the fuselage. [redacted] 25X1 25X1 [redacted] the wreckage of a turbo-jet power plant with turbine blades (sic) which were 25 cm long and 1.5 cm wide. It was not determined whether this was the compressor wheel or the impeller. (5).

18. Aircraft with two turbo-jet power plants (?) under the wings were seen in July 1947. Attached to each wing was a cigar-shaped body with an opening at the front and one at the back. [redacted] 25X1 called this body a rocket, because a jet of flame, 7 meters long, flared out when it was started. The take-off run of this plane was 100 or 200 meters. About 20 to 25 such craft were tested. Duration of flight was about 90 minutes. (6)

19. Four-engine turbo-jet planes were seen in October 1947. These planes were not yet cleared to take off. (7)

20. About four conventional fighters with auxiliary power plants on the fuselage were stationed at the airfield during June and July 1947. No details could be observed. (8)

21. A conventional twin-engine aircraft with a box-shaped superstructure on the fuselage between the wings was seen. It could not be determined whether or not the box was closed on all sides. PWs called this slow craft a weather plane. (9)

22. Jet fighters with swept-back wings and swept-back trapezoidal vertical rudder assembly took off after a run of about 1.5 km, about half the length of the runway.

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Miscellaneous

23. Air Force generals frequently inspected the Tsagi plant1

24. The supply of electric power was inadequate. During the daytime only the Tsagiplant and the construction firm at the airfield were supplied with electricity.

25X1 [redacted] Comments.

(1) References indicate that the runways are 50 to 60 meters wide.

(2) These radar sets are assumed to be American lend-lease instruments.

(3) The tunnel between the Tsagi Plant and the airfield has been described in various ways. The purpose of this tunnel cannot be determined. See Annex 2 for sketch showing layout of Tsagiplant. Annex 3 shows layout of the main building.

(5) See Annex 4 for sketch of turbo-jet fighter.

(6) The aircraft may have been the first of the Tupolev (Ilyushin) jet bombers. Twin and four-engine bombers of these types were mentioned in the 1948 aviation press. See Annex 5 for sketch of this plane.

(7) See Annex 6 for sketch of four-engine jet plane.

(8) Such auxiliary power plants have been referred to as tubus (tubes?) in other reports. They were observed at Khimki and Stakhanovo airfields, mounted only on twin-engine aircraft. See Annex 7 for sketch of this plane.

(9) The superstructure might really indicate meteorological equipment, especially as a larger meteorological station is in the vicinity, and as the box-shaped superstructire can hardly be mistaken for an auxiliary power plant. See Annex 8 for sketch showing position of this box on plane.

Attachments:

Attachment 1: Map of Moscow/Ramenskoye Airfield
Attachment 2: Layout of Tsagi Plant
Attachment 3: Main Building of Tsagi Plant
Attachment 4: Jet Fighter at Ramenskoye
Attachment 5: Aircraft at Ramenskoye
Attachment 6: Four -jet Aircraft at Ramenskoye
Attachment 7: Aircraft at Ramenskoye
Attachment 8: Aircraft at Ramenskoye

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